

for putting the legislation through. He left Washington at 3 o'clock in the afternoon for Long Branch, N. J., where he will be notified formally tomorrow of his nomination for re-election, entirely confident that his efforts have averted the industrial catastrophe.

BROTHERHOOD HEADS OCCUPY ROOMS IN CAPITOL

While the House was at work, the three brotherhood heads, at the invitation of Democratic Leader Kitchin, occupied rooms of the Ways and Means Committee, near the entrance to the House floor, and were in constant consultation with labor spokesmen in the House. They were insistent that the eight-hour-day provision go through without any of the arbitration or wage-fixing amendments put forward during the debate. Representative Casey, of Pennsylvania, was constantly on the go between them and Representative Kitchin and Representative Keating, of Colorado, who conducted their fight on the floor. When the vote was taken they obviously were pleased. Their failure to make statements was attributed to fear that anything they might say would have an undesirable effect upon deliberations in the Senate.

In opening the Senate debate Senator Newlands referred to the legislative suggestions made by the President, and said the enlargement of the Interstate Commerce Commission would not be pressed because of serious opposition to it at this time. The proposal for an investigation as to the necessity for freight rates the committee did not comply with, he explained, because it was thought that the Interstate Commerce Commission already had power to adjust rates, and it would be its duty to take into consideration all new facts affecting them.

"Regarding important legislation to prevent future labor crises," said Senator Newlands, "the committee could not report to-day. Whether it will be reported in the future remains for the committee to determine. The same is true also of the suggestion for a bill authorizing the President to operate trains in time of necessity for military purposes."

REED IS FIRST CRITIC OF COMMITTEE'S WORK

The first criticism of the committee's work came from Senator Reed, who wanted to know if the section directed against strikes and that giving the Interstate Commerce Commission power to fix wages of railroad employees had been suggested by President Wilson. He insisted that only would deprive the worker of his right to contract for his own pay and subject him to "involuntary servitude" and the other rider in the bill to imprisonment for some slight offense.

Senator Newlands said the two provisions had been inserted without suggestion by the President. Senator Reed said the bill would arouse such feeling that instead of stopping the strike it would absolutely force it. "Why not proceed as the President suggested, and let other matters wait for deliberation after the settlement," he said.

Senator Underwood said: "In his suggestion for compulsory arbitration, the President was right. If you only want to settle this controversy in the interests of one side—organized labor—pass the eight-hour bill. But there will be no strike, no matter what you put in this bill, and why should we say to the public now that we will settle this thing, but in six months you will have to face this danger again? Give the Interstate Commerce Commission authority to fix wages and hours, and no such crisis can again rise in this country."

Senator Underwood declared that the provision giving the commission authority over wages broadened the wage scale to \$8000 a man, instead of confining it to \$4000.

PROVIDES PERMANENT BOARD OF ARBITRATION

"This provision provides a permanent board of arbitration in this country for railroad employees," he said. "It affords labor an opportunity for its day in court. In future it will not have to go with mailed fist to demand its rights."

Objection to any action other than the eight-hour legislation was voiced by Senator Simmons, who said he thought passage of the bill with the let other matters wait provision would fix the provision might lead to a strike, and passage without it would certainly avert one.

"These labor men," said Senator Underwood, in reply, "are men of intelligence and character and high standing. They might protest and seek to hold you responsible, but to say they are going to declare a strike because of this law is an indictment of their integrity and intelligence. The strike is off to-day."

GALLERIES THRONED AT NIGHT SESSION

When the Senate began its night session the galleries were thronged to capacity. Many railroad officials and representatives of the brotherhoods being in the house. The House was represented by a score of members, including Speaker Clark, who occupied a seat on the Senate floor near Senator Underwood.

In asking unanimous consent to lay aside the Senate bill and take up the one sent over from the House, Senator Newlands criticized Congress for not responding to the President's demand for legislation which would serve as a protection against a future labor crisis, and declared members feared to face the issue because of the political campaign.

Senator Thomas also said that Congress, and not the President, was evading the responsibility of meeting a great emergency without fear and in a way to make its action permanent in character.

Senator Cummins made a long speech against the House bill. He said the country was confronted with appalling disaster, and he was not prepared to say that Senators should not yield some of their convictions to avert it, though it was impossible for him to believe the problem should be solved in the way proposed. He declared, in his opinion, the amendment of Senator Underwood would absolutely destroy the object of the bill, and he doubted if it would be satisfactory to the brotherhood leaders. Senator Borah interrupted to deny that the Senate had any freedom of action in the matter. "I say," he asserted, "that we are threatened with a national calamity and are asked to legislate. We are not given an opportunity to determine whether or not we are legislating right."

"I do not defend their declaration of a strike," said Senator Cummins, in reply, "and they must take the conse-

Leaders of Trainmen's Brotherhoods as They Appeared in Washington



From left to right: Miles M. Dawson, attorney for the railroad brotherhood; W. G. Lee, president of the Brotherhood of Railway Trainmen; W. S. Carter, president of the Brotherhood of Locomotive Firemen and Engineers; W. S. Stone, grand chief of the Brotherhood of Engineers; A. B. Garretson, president of the Order of Railway Conductors.

quences of that. I think they should have postponed that until a fair investigation could be made. They chose not to do so, but they have not asked Congress for legislation. They have not attempted to direct this legislation.

STRIKE ORDER SEVERE BLOW TO SEVERAL

"I leave to his Democratic friends to eulogize what they believe to be the President's courage. At any rate, he made a proposal. The railroad men accepted it and the railroads rejected. Then the brotherhoods, I think unwisely, sent out the order for the strike which I think has stricken organized labor the severest blow it ever received."

"But the President, having failed in mediation, came to Congress. I am not criticizing him for that. I think he came in a proper way. I think he ought to have come. He recommended a program which was perfectly understandable. He may have been courageous—I am not inclined to rob him of the credit—but we must remember that one of the propositions of the President pleased the brotherhoods, and the other pleased the railroads."

Taking up the bill in detail, Senator Cummins said the first provision in it meant nothing for trainmen so far as hours are concerned, because overtime work is not paid at higher rates than work up to eight hours.

As soon as Senator Cummins concluded, Senator Newlands proposed adjournment with the agreement to vote, ending the session.

In the House, after considerable discussion, amendments by Representative Page and Kitchin, exempting from the eight-hour law small independent roads and electric street and interurban railroads, and providing that the exemption shall not apply to terminals or transfer companies, were adopted.

An amendment by Representative Small of North Carolina, to specify the employees to be affected by the bill as conductors, dremen, engineers and trainmen was voted down. One by Representative Clark of Florida, to extend the operation of the eight-hour law to all employees of railroads was defeated, 120 to 51, after Mr. Clark had tendered his seat in Congress rather than submit himself by voting for the bill without this amendment. Mr. Clark did not answer when the roll was called for the final vote.

MANX ACCUSES PRESIDENT OF WABBLING IN COURSE

Mr. Mann told the House he believed he could have voted for the President's whole proposal as recommended to him. But, he added, "the President as he always has in the conduct of the country's affairs wabbles rather than when he had real questions before him. He was in asserting his views before Congress a day or two ago, he now backs water, as shown from his own program, and now urges Congress to pass a bill which leaves out the most essential things which he then proposed."

Representative Adamson, of Georgia, author of the bill, admitted it was hasty legislation to meet an emergency.

"We now put in the eight-hour law," he said, "and provide for preserving the status quo until a commission can investigate the dispute between the two classes of our servants. Afterwards we will make complete and adequate regulation, taking care of the interests of both classes of our servants and doing justice to the people. While the brotherhood heads are fully refrained to-night from expressing publicly any opinion of the Underwood wage-fixing amendment, it is known that they strongly oppose it and are confident that it never will become law. On the other hand, many members of the House and Senate are confident that, even though the Underwood amendment should pass, just so the eight-hour-day provision goes through, there will not be a strike. It is generally believed that the messages calling off the strike will go out tomorrow night immediately after Congress acts without waiting for the bill to reach the President."

PRESIDENT OF A. C. L. APPEALS TO EMPLOYEES

WILMINGTON, N. C., September 1.—J. R. Kenly, president of the Atlantic Coast Line system, today issued a letter to the trainmen and yardmen employees of this railroad to aid it in this crisis in performing its duty to the public, announcing that all who remain in the service will be "furnished protection by the company during the strike period, and provided for by the company when, and as necessary, and that those who strike will surrender all rights and privileges that have accrued to them as employees. No employee will be laid off on account of strike conditions, it is announced."

A message to Senator Newlands, signed by 550 general office employees here, expressing accord with the executive officials in the crisis, was forwarded to Washington to-night. All passengers are notified that delay or detention is probable.

PUBLIC IS WITH LOYAL EMPLOYEES

(Continued from First Page.)

He interest, to take counsel with such of your citizens whose influence in molding public sentiment is recognized, and endeavor to secure, officially or as individuals, an expression of opinion which may serve to help the situation.

"If you disagree with, and disapprove of, the action of the railroad managements in steadfastly insisting on arbitration as the only proper means of settling this and all similar disputes, we should know it. If you feel that your influence and support should be given to that body of loyal employees who wish to remain at work and fulfill their duty and obligation to the public, they will surely appreciate such an expression, which I shall be pleased to convey to them."

PRESIDENT OF CHAMBER MAKES ENCOURAGING REPLY

President Wortham, in his reply to this letter, said: "As I see the situation here in Richmond, I can but feel that those of your employees who remain loyal to your company in event of the strike will not only have the support, but the thanks, of our citizens."

President Fairfax Harrison, of the Southern Railway, made a direct appeal yesterday to the employees of that road to remain loyal to the company, and not to leave their positions. During the negotiations leading up to strike action, he said, he had never been able to get from his mind photographs of some of his esteemed personal friends who are a part of the movement.

"I have felt that while, of course, and properly, they always want to better their conditions, there has been no real necessity for this movement at this time," Mr. Harrison said. "Our men are well paid, and have been for years. They are not discontented men, and have not been for years."

"I have had the honor of being received in the comfortable homes of some of them. I remember the gracious women who welcomed me and the impression of the warmth of family life and long-continued contentment which these households left with me. I have remembered, too, the strong handshakes of hundreds of these men who pledged me new assurances of their already proved loyalty at the recent distribution of our twenty-five-year service medals."

SAYS DEMANDS IMPOSE UNLIE DEMAND ON PUBLIC

"Since the responsibility of leadership of the Southern Railway has been on my shoulders, I have earnestly tried to build and to cement the organization by respect, fair treatment and appreciation of our men. I have congratulated them on what success we have had in serving the country as a result of that policy. I am prepared to continue it, but I am not prepared to yield my judgment of what is fair, fortified as it is by the advice of many other experienced and just men, to the demands which must impose undue and unnecessary hardship upon the public, which contributes our wage fund, and an undue preference of one class of employees over all others."

"Relying, then, on public opinion for the verdict, I face the break with distress, but with confidence. I know the power of their fraternal ties upon the majority, but in this supreme test I appeal nevertheless to all our men finally to consider their futures before they act. Men who are pillars of our Southern communities know what suffering they are likely to bring on others less fortunate than themselves if they suspend transportation at this time, but that is a responsibility they will settle with their consciences."

"My appeal now is to their loyalty, to their past services, to their future outlook if a strike comes, whatever may be its extent. Men who leave the service can never again have quite the same relations with the management as now exists, whereas, on the other hand, the debt that will be due those who are loyal in the crisis can never be fully repaid."

TWELVE SOUTHERN PRESIDENTS ISSUE JOINT STATEMENT

Twelve presidents of Southern railroads yesterday issued a statement to the people of the South reviewing the negotiations leading to the impending break. With the rejection of their proposals, regarded by them as the least degree conciliating and fair, they declared that "under these circumstances, the responsibility for the threatened national disaster must rest upon those who have thus suddenly precipitated this crisis."

The statement is signed by Presidents L. E. Johnson, W. L. Harrison, George W. Stevens, W. L. Harrison, John Howe Peyton, J. R. Kenly, William H. White, Raymond Dufay, W. A. Winborn, E. T. Lamb, C. A. Wickensham and Fairfax Harrison.

Officials of the Richmond, Fredericksburg and Potomac Railroad said yesterday that they were prepared to handle practically every local train, but that connection service would probably be curtailed. While not so well situated, Chesapeake and Ohio officials said that they were well prepared to handle the situation.

MANY RAILWAY HEADS WORKED LONG HOURS

(Continued from First Page.)

Local agents of the Atlantic Coast Line Railroad made public yesterday the embargo of that road, announcing that no freight for shipment, including that received from connecting steamship or rail lines, which cannot reach destination before to-day would be accepted after midnight last night. Every effort will be made by the road to move all freight now on its lines before Monday, and, if necessary, preferential freight rates will be offered and foodstuffs for human consumption.

CONDITIONS EVEN WORSE THAN THOSE SCORED BY BROTHERHOODS, IT IS CLAIMED

WASHINGTON, September 1.—Many of the railroad presidents now opposing the demands of the employees have themselves labored for long hours before the strike, and some of those which the brotherhood leaders brought against, according to some disclosures thrown upon yesterday's hearing before the Interstate Commerce Committee of the Senate.

President Underwood, of the Erie system, took copious notes during the hearing, and some of which are designed to throw an X-ray on the statements of the brotherhood spokesmen. After A. B. Garretson, president of the Order of Railway Conductors, had told of his long hours, Mr. Underwood wrote: "I was both a brakeman and a conductor on the Erie system, and I have been on duty as long as I could stand up. Sometimes I was seventy-two hours on duty, but always it was the unwritten law that a man get rest when he asked for it."

After several labor leaders had declared they were as ready to defend their position as Mr. Underwood made this notation: "There is not in the National Guard on the border a single engineer, fireman, or trainman. The leaders would fire a man out of the brotherhoods if he joined the National Guard."

"The whole plan is to get more money than they get now and to make more jobs for more men, in order that the unions be kept up to full strength."

CAN GO TO "MOVIES" AGAIN

Order Prohibiting Admission of Children Modified by Health Commissioner.

NEW YORK, September 1.—The order of the health commissioner prohibiting the admission to moving picture shows of children less than sixteen years old, which was put into effect when the infantile paralysis epidemic became serious, is to be modified next Monday, the commissioner announced today that all children above twelve years old will be admitted to these theaters.

This action is attributed to the fact that in the epidemic for the last few weeks managers of the moving picture houses were ordered to close their theaters, and many of these theaters have suffered a loss of patronage, and some have been forced to close because of the restriction on the admission of children.

VILLA REPORTED IN VICINITY OF SATEVO

Forces, Carranza Leader to Fall Back Toward Matamoros City.

EL PASO, Tex., September 1.—Francisco Villa, with a force recruited as a result of his recent victories in the vicinity of Satevo, to about 12,000 men, attacked General Eliazar in the vicinity of Santa Ysabel and toward Chihuahua City, according to Carranza dispatches here received. Carranza losses were estimated at about thirty, while the Villa losses were estimated at about 100. After the Carranza forces seized a freight train on the Mexico Northwestern, which he had his men converting into a troop train.

A part of his force, according to dispatches, was sent north from the line of the railroad, apparently on a scouting expedition.

Activity is here, while admitting that all information indicates that Villa is less than 100 miles south and east of El Paso, the southernmost point of the American expeditionary force, manifesting an apprehension that he plans to attack any of the United States detachments.

NAVY TAKES PRECAUTIONS

Vessels of Atlantic Fleet Take on Coal as Safeguard Against Strike.

NORFOLK, Va., September 1.—Two divisions of the Atlantic Fleet arrived in Hampton Roads to-day to take on coal, as a precaution in case the threatened railroad strike materializes on Monday. The entire fleet probably will be in the roads by Monday.

OFFICIALS OF SOUTHERN ROADS EXPLAIN POSITION

Advance Contention That Eight-Hour Day Is Not Issue of Controversy.

STATEMENT MADE TO PEOPLE

Declare Union Men Indict Whole Nation by Saying That No Arbitration Can Be Fair—Seek to Enforce Demands by Irresponsible Power.

WASHINGTON, September 1.—Advancing the contention that the eight-hour day is not the issue of the present controversy, twelve railroad officials, representing practically all Southern roads, issued a statement explaining their position. It is addressed to the "People of the South." "It has been suggested that an eight-hour day is not the proper subject of arbitration," says the statement. "To this they [the railroads] have replied that an eight-hour day is not an issue, but even if it were there is no evidence sufficient to place the question beyond the limits of honest difference of opinion; that the eight-hour day for men engaged in train service has been fully accepted by social opinion."

"To justify this view they point to the fact that the men themselves have not demanded it, do not want it and have not asked it of their employers. The underlying principle of an eight-hour day, wherever it has been introduced, is humanitarian for the purposes of actually shortening the hours of labor and has never been justified by any law or by any social movement as a means of increasing wages for hours actually worked. The establishment of an eight-hour day in train service has never been favored in any political platform of any party and, while the subject of an eight-hour day has been under consideration in party conventions, its application has been carefully limited by party opinion and has excluded employees in railroad service and generally in industrial pursuits; that it has never been recommended by any executive officer in this country for adoption by any legislative body and has never been put into law either by the Congress of the United States or by any State, or that it has never been brought into prominent public discussion except in the misleading aspect given to it in this wage controversy, and is now being thought of only as a means of avoiding the nationwide disaster of interrupting transportation facilities."

After pointing out the fact that the men had refused arbitration of all points at issue, the reason given being that no fair arbitration of such matters of difference is possible, the statement says: "In saying that no arbitration can be fair they indict the whole nation. The proposition was that the President should appoint the arbitrator. They claim the right to arbitrarily put upon the roads, upon the other employees and upon the whole public, their own demands by the strong arm of their irresponsible and unregulated power."

"The country is, therefore, confronted by the question whether it is to be ruled by law or by the few men who acknowledge no limitation of force upon their obligations to the social welfare."

KING OF GREECE YIELDS THRONE TO CROWN PRINCE

(Continued from First Page.)

Ward Price, to whom the above dispatch is credited, is the official British press representative, designated by the government to act for all British publications in that area. Nevertheless, his dispatches are subject not only to the Greek censorship, but to the French military censorship, which controls all lines of communication from Athens. The fact that both censorships as well as the British censorship in London have permitted this dispatch to come through is significant.

On Tuesday Mr. Price sent from Saloniki a report that King Constantine had fled from Athens to Larissa. This dispatch was discredited in London official circles.

Doubt also appeared to be cast on its correctness by dispatches filed from Athens on Wednesday, one of them telling of coming meetings between the King and the entire ministry and others having to do with the illness of the King, who recently underwent a slight operation.

It is possible, however, that the King may have departed secretly from Athens, as reported by Mr. Price, and that his absence was concealed from the newspaper correspondents there.

SEVERAL GREEK GARRISONS SURRENDER TO COMMITTEE

LONDON, September 1.—The surrender of several Greek garrisons to a committee which has taken over the administration of part of Greek Macedonia is reported in a Reuter dispatch from Saloniki.

According to this dispatch, the garrisons at Saloniki, Voden and For Little Karaburun have surrendered to the committee.

Fighting occurred in Saloniki, the correspondent adds, but serious trouble was prevented by the intervention of soldiers of the allies.

"The revolution claimed its first victims at 4:30 o'clock this morning," the correspondent cables. "Cretan gendarmes and Macedonian volunteers surrounded the barracks of the Greek infantry in Saloniki and exchanged shots with the garrison. But for the intervention of the allies, the consequences might have been more serious."

"After half-promising to participate in a demonstration arranged yesterday by a pro-ally committee, the Greek troops finally refused. During the night pro-ally volunteers made a determined attack to seize the barracks, but failed. It is asserted one gendarme was killed and two were wounded. The losses of the loyalists have not been ascertained."

Further details of the disturbance in Saloniki are given in a later dispatch to Reuters, which says that when the volunteers ascertained the regulars were unwilling to co-operate they surrounded the barracks in the night, cut the water main and electric light wires and shut off food supplies. Sixty regulars attempted to break out to obtain supplies. Surrender was demanded, and when the regulars refused the volunteers fired shots in the air. The regulars replied with a volley, whereupon the volunteers ceased firing, compelling them to return to the barracks."

TO STOP BLOODSHED
The allied commander, General Sarra, intervened to prevent further bloodshed. Three men were killed, and one gendarme and two volunteers were wounded. The soldiers refused to treat with the revolutionists, but accepted allied mediation. It was agreed that the soldiers should be disarmed and interned at Camp Zeitinick, outside the city. The officers were permitted to retain their swords, pledging themselves not to interfere with the revolutionists. The barracks were handed over to the French.

It is reported that the entire garrison at Voden went over to a committee representing the revolutionists. The garrison at Port Little Karaburun refused to recognize the committee, whereupon the revolutionists surrounded the fort. After news had been received of the submission of the Saloniki garrison, the regulars at Little Karaburun yielded.

All opposition to the revolutionary committee in the affected portion of Macedonia appears to have vanished. The committee will take over the functions of government, and is expected to proclaim a general mobilization.

Prompt action by the French commander, who detailed a strong escort to protect the Saloniki garrison and marched it through the streets, cleared the atmosphere.

It is reported from Greek sources at Saloniki that the entire force of about 3,000 men, under Colonel Christodoulos, which left Seres several days ago to resist the Bulgarian invasion of Macedonia, has been captured by the Bulgarians.

BULGARIA DECLARES WAR ON ROMANIA
LONDON, September 1.—Bulgaria has declared war on Roumania, according to an official announcement made at Saloniki, as forwarded by Reuters' correspondent there.

NO EVENT OF IMPORTANCE IN OPERATIONS IN EAST
PARIS, September 1.—The War Department to-day regarding military operations in the Balkans says: "Army of the East: There was no event of importance to report. The artillery bombardment continues at various points along the front."

GERMANS PENETRATE BRITISH POSITIONS
LONDON, September 1.—Five successive attacks were made by German troops last night on British positions on the Somme front. The War Office announced today that the Germans had penetrated the British defenses on small frontage at two points between Ginchy and High Wood.

SOLDIERS TO QUIT BORDER
Reported That All Guardsmen Will Be Back at Mobilization Camps by October 1.

(Special to The Times-Dispatch.)
WASHINGTON, September 1.—All national guardsmen will have been retrained in their mobilization camps by the first of October. This information was given by a very high authority to-day, with an additional statement that the government proposes to release the guard from national service as the units arrive at their state destinations.

The only circumstances likely to prevent the carrying out of this program is the break between the United States

and Mexico at the approaching session of the commission.

This information regards the Mexican situation as practically settled, and thinks that the National Guard will not be needed. The expense of maintaining the National Guard is given as one of the reasons for returning the organizations.

A Federal soldier costs the government about \$1,000 a year. There are about 100,000 of the National Guard on the border to-day, and there are 15,000 to 20,000 on the way, and 20,000 yet to be called to the border.

DEATHS IN VIRGINIA

Funeral of Herman R. Lanier. Funeral services over the body of Herman R. Lanier, twenty-five years old, who died recently in Colorado, will be held from the home of the young man's father, George R. Lanier, 2409 Inverness Avenue, to-morrow afternoon at 2:30 o'clock.

Mr. Lanier was connected with the United States naval service. He was sent to Colorado for his health by the government authorities, and there he died.

Mrs. Laura Holmes Tucker.

[Special to The Times-Dispatch.]
LEXINGTON, Va., September 1.—Mrs. Laura Holmes Tucker, widow of John Randolph Tucker, member of Congress from the Tenth Virginia District for years, died this morning at the home of her son, H. St. George Tucker, in Lexington, in her eightieth year. Mrs. Tucker was a daughter of Colonel Humphrey B. Powell, of Loudoun County, Va., and was married to Mr. Tucker on October 5, 1848. Her death was unexpected.

Mrs. Tucker leaves one son, H. St. George Tucker, of Lexington, and three daughters, Mrs. Gertrude Powell Logan, of Winchester; Mrs. Virginia Brooke Campbell, wife of E. M. Pendleton, of Lexington; and Mrs. Laura R. T. Pendleton. Burial will take place in Winchester to-morrow.

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